Maunsell Locomotives Overhaul Update

By Steve Pilcher and Chris Hunford, Maunsell Locomotive Society

Q CLASS NO 541

A recent significant step forward at Leaky Finders has been that the replacement section of the backhead that is required has been bolted into place, gapped and tack welded ready for final welding in-situ. This is the last piece of replacement platework that is required for the boiler.

The corners of the foundation ring have been seal-welded, including about 75% of the platework across the boiler, just leaving weld repairs to the lower copper laps on the tubeplate before the boiler can be turned over and a start made on fitting the tubes and flues.

On the chassis, both frame inserts have been weld prepped and the tie faces are now being machined. The left-hand frame insert will be welded into place first before the right section, which requires replacement, is removed and a new section inserted.

The new axle box crowns are being white metalled and machined.

The remaining areas of the inside of the frames have been needle-gunned and prepared for painting while the slide bars have been removed, cleaned and are ready for re-fitting and alignment.

At Sheffield Park, there has been progress on various fronts. The driving wheel springs have been tested and just one has required sending away for repair.

Work is progressing on cleaning, inspecting and fettling the loco's valve gear, which will be re-assembled once the chassis returns to Sheffield Park. At the time of writing the main focus is on cleaning up the loco's connecting rods and having new bushes cast and white metalled.

New water gauges have been manufactured and assembled and a new fireman's side injector has been machined and is ready for fitting.





Top: *541 boiler foundation ring rivets tooled in. Photo: Leaky Finders*

Bottom: *541's connecting rods cleaned up awaiting attention to the bearings. Photo: Steve Pilcher*

The Railway's own pattern makers are in the process of repairing a pattern for the J pipe and at the time of writing the 3D printed patterns for the new snifting valves (which will be installed to help reduce valve wear) are at a foundry to enable them to be cast.

All the good work to overhaul the tender chassis and construct a new tender tank took a major step forward in May when the newly painted tender tank was lowered onto the tender chassis. A very satisfying development, which was a worthy tribute to all those who had helped raise £40,000 to assist in having the new tender tank fabricated by the 4253 group at the K&ESR.



Above: *541's tender tank in place mounted onto the tender chassis.*
Photo: Melvyn Frohnsdorff

SCHOOLS CLASS NO. 928 *STOWE*

At the time of writing, East Coast Castings have finished off the last of the pattern equipment and these are now at the foundry with the rest of the cylinder pattern. All being well, casting of the cylinder should begin late May.

We would like to thank all those MLS members and supporters who responded so generously to our appeal to raise £15,000 to help cover the cost of machining the cylinder casting.

Below: *Another image of the patterns that have been made for Stowe's new cylinder casting.*
Photo: East Coast Castings

